

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY USSR (Lithuanian SSR)
SUBJECT Baltic Shipyard in Klaipeda

REPORT

DATE DISTR. 18 October 1960

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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A five-page report on the Baltic Shipyard (Baltiyskiy Zavod) at Klaipeda (Memel).

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The report includes information on the labor force, the construction of loggers, self-propelled barges (including four which were built for Arkhangelsk), and floating docks (two of which were destined for Murmansk), repairs, and plans in late 1958 and early 1959 for the construction of MTBs. The report includes an annotated sketch map of the shipyard.

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Annex: 1 sketch with legend

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SOURCE INFORMATION IS TENTATIVE APPRAISAL OF CONTENT IS TENTATIVE NOTE FOR GOING EXPLANATION

Baltic Shipyard in MemelSoviet Designation: BALTIYSKIY ZAVODA. Labor Force

The shipyard employs approximately 2,500 persons, a large portion of which consists of women, even in the production department.

B. Production

Production was started in 1953. Up to 1954, only barges without self-propulsion with a draught of 4 meters were built. A total of 32 of these vessels was built in the shipyard. In late 1954, construction of this type of vessel was suspended.

From 1954 till 1958, approximately 60 "fishloggers" of the "395 A" type were built. These vessels had 300 to 400 tons (presumably GRT), were 44 meters long, were propelled by a 500 HP diesel engine, were equipped with a wireless installation, a transmitter of 80 Watts, and a radar device.

From late 1958 till September 1959,

"fishloggers" of the "398" type were built; the construction of this type of vessel has probably been continued.

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Technical Data of the "398" Type

300 to 400 tons (presumably GRT);

Length: 52 meters; breadth: No information available;

Propulsion: 600 HP diesel engine at 400 revolutions per minute;

Wireless installation, transmitter of 80 Watts, radar device, refrigerating plant (the "395A" type had not been equipped with a refrigerating plant).

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... 2 ...

Loggers

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According to the plan, two loggers had to be built in the shipyard per month.

Since late 1953, self-propelled barges of the "193" type have been built too. These vessels have approximately 600 tons (GRT?) and a draught of 1.6 meters. They are propelled by a diesel engine of approximately 200 HP, and equipped with a wireless installation, but not with a radar device. Two vessels were built per month and delivered to Koenigsberg in November 1953.

Construction of Ships for the Soviet Navy

In 1953, four loggers of the "393" type were built for the Soviet Navy. In their outward appearance they could only be distinguished from the different type loggers by a gun platform mounted above the windlass. Guns were however not fitted in the shipyard. In the interior of the ship several signal communication installations were mounted. The system of transmitting orders was far more complicated. The four vessels got a grey coating. The four [] vessels were taken over by naval crews who had undergone several weeks of preparatory training service in the shipyard. These vessels were supposed to be turned over to Archangelsk. They set out for their conveyance trip in groups of two.

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Construction of Floating Docks

Since the fall of 1953, floating docks have also been built in the shipyard. The first floating dock was completed in July or August 1959, and was transferred from Koenigsberg to Murmansk by means of three tugs. A second dock was almost completed in September 1959, and was also determined for Murmansk. Another two docks were under construction at this time. The docks had a length of 106 to 110 meters; a width of 25 meters; their clearing amounted to 13 meters; the total height to 14 meters; the pontoons were 3.4 meters high; freeboard at flooded dock amounted to 3.5 meters, and the carrying capacity to 3,000 tons. On the side walls provision was made for floating cranes; these cranes were, however, not installed. Each dock consisted of four pontoons which were manufactured in the work shop and assembled in the harbor basin. The docks could be coupled in pairs.

Miscellaneous Production

In the engineering section of the shipyard two combines for the product-

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- 3 -

ion of boat have been built per month since 1957

C. Repairs

Repair work was also carried out on the vessels built in the shipyard and on tugs and tankers. Ships up to 2,000 tons can be slipped. Repair work on naval vessels was carried out only in ZAVOD No 7 in Menel; the ships could however not be docked there.

D. Planning and Preparation for the Construction of Naval Vessels

In late 1958 and early 1959, models for the construction of motor torpedo boats were allegedly manufactured. The workers were forbidden to talk about these projects.

E. Origin of Assembly Parts and Outfitting Equipment

Engines

The diesel engines delivered when the construction program of loggers was started were labelled "BUCKAU-JOLF". This designation of diesel engines has recently been changed into "SCHERASCHENLEAU KARL LIEBKNECHT".

Electric Equipment

The electric equipment was furnished mainly by East Germany during the first few years of production; recently such equipment has exclusively been provided by the USSR.

Most of the ship radar equipment was delivered by a factory in Riga.

F. Riga Workers Employed in the Shipyard

In the electrical assembly shop No 17 of the shipyard, approximately 40 specialized workers were employed. They were presumably experts of radar and wireless installations of a factory in Riga.

For sketch and legend see Annex.

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Annex

Legend on sketch of the Baltic Shipyard

1. Metal shearing workshop (1st Zeche)
2. Welding workshop (2nd Zeche)
3. Workshop for the construction of hulls and the final assembly of ships; several slipways (3rd Zeche)
4. Mechanics workshop (4th Zeche)
5. Pipe relaying workshop (5th Zeche)
6. Electrical assembly shop No 17; in this department the specialized workers from Riga were employed.
- 6a Diesel engine workshop
- 6b Galvanizing plant
7. Wood-working shop (7th Zeche)
8. Wood-pattern shop
9. Electrode workshop (9th Zeche)
10. Warehouse
- 10a Pipe depot
11. Joinery for buildings (11th Zeche)
12. Repair shop for electrical installations (12th Zeche)
13. Foundry (13th Zeche)
14. Oxygen plant (14th Zeche)
15. Garages and transport equipment (15th Zeche)
16. Workshop for the hauling up and launching of vessels (16th Zeche)
17. Boilerhouse
18. Sawmill
- 18a Timber yard surrounded by a fence
- 18b Drying room for planks
- 18c Timber storage shed
19. Fuel depot for the motor vehicles employed in the shipyard; semi-underground containers of unidentified number and size
20. Diesel fuel depot, erected in 1957/58, consisting of 6 semi-underground containers of a length of 4 meters and a diameter of approximately 3 meters each
21. Administration building
22. New administration building
23. Tar and pitch dump, open storage
24. Warehouses
25. Office buildings housing the security and political department of the shipyard
26. Design Bureau
27. Welding-gas depot
28. Warehouse of the foundry
29. Club
30. Painter's and varnisher's shop
31. Automatic slipway, controlled from the control tower item No 39
32. Transformer substation. In the 2nd Zeche, item No 2, four transformers with a performance of 750 KW each were installed.
33. 6-meter-wide concrete pier

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Annex

- 34. Slipways outside the workshop
- 35. Building for the storage of ship's outfit such as nautical devices, life-jackets for crews etc., which were needed for the trial runs of ships
- 36. Landing place
- 37. Small building
- 38. Railway lines of normal gage
- 39. ?

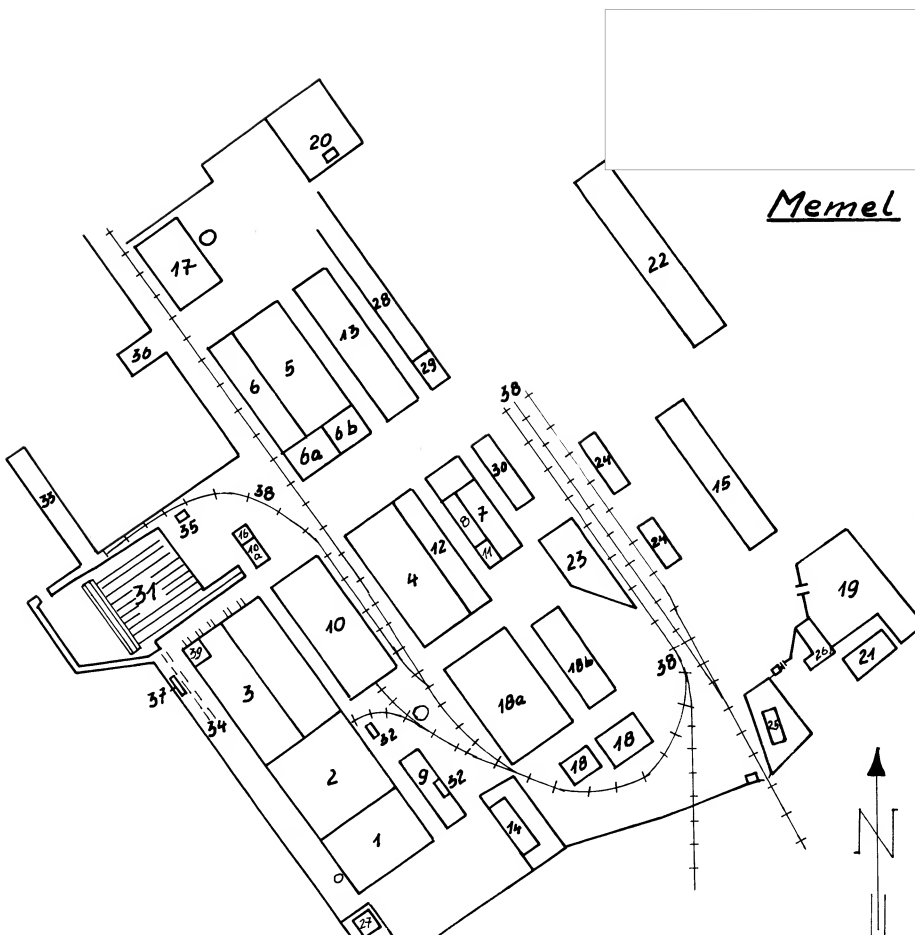
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